

MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS

Held in Washington, D. C., February 16,

1945

The first meeting of the Commission of Fine Arts during the fiscal year 1945 was held in its office in the Interior Department Building on Friday, February 16, 1945. The following members were present.

Mr. Clarke, Chairman,
Mr. Lamb,
Dr. Gret,
Mr. Holabird,
Mr. Poor,
Mr. Finley,

also H. P. Caemmerer, Secretary and

Administrative Officer.

The meeting was called to order at 9:30 a.m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the meeting of the Commission of Fine Arts held on June 22, 1944, were approved.

The secretary stated that it has been difficult to arrange for meetings of the Commission in the past seven months, due to bad transportation facilities. However, during the interim several committee meetings were held, and there have been matters before the Commission constantly that have been taken up with one or more members. The Commission cooperated in an Exhibition on the Plan of Washington held at the American Academy of Arts and Letters, New York City, since last November.

2. FOURTEENTH REPORT OF THE COMMISSION: The secretary presented the Fourteenth Report of the Commission of Fine Arts, printed as Senate Document No.204, just received from the Public Printer, for the period from January 1, 1940, to June 30, 1944.

The Chairman stated that the secretary had given particular attention to the Report in the past recent months. The Commission were well pleased

with it and regarded it both an interesting and well-illustrated document. It has been made available to the public at 50 cents a copy by the Superintendent of Documents, Government Printing Office.

3. PORTRAIT OF PRESIDENT GARFIELD: The Chairman stated that on December 5, 1944, the President sent a Memorandum to him, asking for advice as follows: MEMORANDUM FOR THE CHAIRMAN OF THE FINE ARTS COMMISSION:

"What shall I say in reply to the enclosed? As you know, the present portrait is one of the three or four horrors of former Presidents that are now in the White House.

F. D. R.

COPY

30 State Street
Boston
November 27, 1944

Honorable Franklin D. Roosevelt,
The White House,
Washington, D.C.

My dear Mr. President;

My father, Harry Augustus Garfield, who died about two years ago, had in his possession a portrait of his father which all of the family like very much better than the one which now hangs in the White House. It was always his desire that after his death this portrait should be offered to the President to replace the one now in the White House.

Since the death of my father and my mother, their four children have inherited the portrait and are anxious to carry out my father's wishes in this matter.

Would you be willing to accept this portrait and have it hung in the White House?

I hope you will feel no hesitation in refusing this offer if for any reason you think it should be refused. If you are willing to accept it, however, we shall be most happy to have the portrait forwarded to the White House as soon as arrangements can be made.

May I add a personal word to express my very great satisfaction that you are to continue to lead the country and the world toward permanent peace.

Very sincerely yours,
James Garfield.

The Chairman stated that he suggested to the President that, assuming this is a better portrait of President Garfield than the one in the White House, he would recommend its acceptance and that the portrait be sent to

the Office of the Commission for inspection before sending it to the White House for installation.

The President acted on this suggestion by sending a letter to Mr. Garfield, and the following letter was received from him:

Boston, Mass.
December 23, 1944.

Commission of Fine Arts,
South Interior Building,
Washington, D.C.

Gentlemen:

I have a letter from the President dated December 15, in which he accepts the offer of members of my family to present to the White House a portrait of President James A. Garfield to replace the one which now hangs there.

I have arranged with the Robert C. Vose Galleries in Boston to make one or two minor repairs and see that the portrait is in good condition before it is shipped to Washington. They tell me that this will require three or four months. I will notify you when the portrait is ready to ship.

In the meantime, may I inquire whether there is any standard requirement as to frames. The portrait is at present in the heavy gilt frame in which it has always been. Do you prefer that it be kept in the original frame or is there some standard which you require?

Very truly yours,
James Garfield.

The Chairman requested the secretary to ask Mr. Garfield for a photograph of the portrait (Exhibit A). A photo was received and submitted to Mr. Finley, with letter from Mr. Garfield stating that "The size of the portrait is 36"x 29 $\frac{1}{4}$ " and the frame is 8 inches wide. The name of the artist is Cal Curtis." Mr. Finley thought the frame to be satisfactory and the Chairman informed Mr. Garfield accordingly (Exhibit B) and suggesting that the portrait be sent to Washington.

4. LIEUTENANT GENERAL MCNAIR PLAQUE: The Chairman stated that some time ago a committee of Army Officers at the War College requested advice as to securing a suitable Plaque to the memory of Lieut. Gen. McNair for erection

at the War College. They had heard of the Plaque erected to Samuel F. B. Morse in the Capitol, of which Mr. Lawrie modeled the head of Morse.

The Committee wanted Mr. Lawrie to model the head of General McNair for a Plaque similar to the Morse Plaque. This Mr. Lawrie has done very well, in three-quarter view, also the lettering.

The Chairman presented a photograph of the modeled Plaque, which was inspected and approved by the Commission (Exhibit C).

5. PORTRAIT STATUE OF NATHAN HALE: The secretary reported that the late George D. Seymour, a retired philanthropist of New Haven, provided in his Will for the gift of his bronze statue of Nathan Hale to the National Capital, as follows:

ARTICLE X (Page 14)

"I give and bequeath my life-size bronze statue of Nathan Hale to The United States of America to be erected in Washington, D.C., which contains no memorial of the patriot. The statue is to be erected in some place where it will be seen by as many visitors to the Nation's Capitol as may be. I hope my friend Lee Lawrie, the sculptor, may be asked to advise with Major Gilmore D. Clarke of the Fine Arts Commission of the District of Columbia, in selecting a suitable place for the statue."

Effort was made by the secretary to secure a photograph of the statue, and he received the following letter from Mr. Louis L. Hemingway, Trust Officer of the Second National Bank of New Haven:

February 13, 1945.

In response to your inquiry dated February 9th, 1945, we enclose herewith copy of the Will of the late George Dudley Seymour and refer you specifically to Article X on Page 14.

We do not have a photograph of the bronze statue of Nathan Hale, but Mr. Seymour's work "Documentary Life of Nathan Hale" contains one or more photographs. Accordingly, we are today sending to you a copy of this volume which may serve your present purpose and which may be retained permanently by the Commission if desired.

It is hoped that this material will reach you in season for your meeting scheduled for February 16th next.

The book referred to in the letter was also received, and the picture of the statue therein (page 562) was inspected by the Commission. It was noted that it is the work of the sculptor Bela Lyon Pratt.

The Commission considered the question of location, and it was pointed out that an Act of Congress would be necessary to permit the erection of the statue on public grounds in the National Capital.

The Secretary was requested to convey this information to the Executors and to secure certain additional information (Exhibit D):

6. POST WAR PUBLIC BUILDINGS PROGRAM: EXTRACT FROM MINUTES OF MEETING OF THE NATIONAL CAPITAL PARK AND PLANNING COMMISSION, held December 14, 1944: The Chairman reported that when it was found impracticable to hold a meeting of the Commission of Fine Arts on December 14th, he and Mr. Finley arranged to attend to several matters, including attendance at a Session with the National Capital Park and Planning Commission. This Session was largely devoted to the Post War Public Buildings Program, and an extract of the Minutes was received for the information of the Commission (Exhibit E).

7. NEW PUBLIC BUILDINGS: Mr. Gilbert Stanley Underwood, Supervising Architect, accompanied by Mr. A. S. Thorn, Assistant, of the Office of the Public Buildings Administration, presented four sets of the plans as follows:

(a) Federal Office Building No.4, Suitland, Maryland. Mr. Underwood stated that this is a building for the Census Bureau needed for the 1945 Census on Agriculture.

Mr. Underwood stated further that the Commissioner agreed with the Congress not to build higher than three stories, so as to make elevators unnecessary, and this means that the building spreads out generally. This is a building of flat slab floor construction to serve as a warehouse if necessary, but with adequate light: in fact the buildings at Suitland provide excellent light for the workers and the acoustics are such that hundreds of typewriters in a room can scarcely be heard operating. A substance called Sprayoflake is applied to the ceilings.

The Commission inspected the design. The central motive was thought to be inadequate, and the design was approved subject to a restudy of this element.

(b) Building No.8, Laboratory Building for the National Institute of Health, Bethesda, Maryland: The design showed a building similar to those existing on the grounds, which are of modified colonial. The design was approved.

(c) Virus and I. D. Laboratory, Bethesda, Maryland. The Commission inspected the design and recommended the omission of the roof dormers and widening of the gable on the principal facade so as to improve the proportions of this elevation. The design was approved, subject to restudy based upon these recommendations.

(d) Nurses Home, Saint Elizabeths Hospital. Mr. Underwood said this building is to be of red brick with slate roof. The design was approved.

A report was sent to Mr. Underwood accordingly (Exhibit F).

8. TRAFFIC SURVEY REPORT: The Chairman stated that the Commission recently received a letter from Mr. G. M. Thornett, Secretary of the Board of Commissioners of the District of Columbia, in which the Commissioners requested comments from the Commission of Fine Arts with reference to the Traffic Survey Report for the Central Area of Washington, made by the J. E. Greiner Company and the DeL^ew, Cather & Company, consulting engineers. Accordingly the Report was reviewed by the Chairman and the architect members of the Commission, and a number of matters were found in it that would be objectionable for the city from an aesthetic standpoint. The criticisms have been embodied in a Memorandum which was prepared by the Chairman and approved by Messrs. Lamb, Cret, and Holabird, the architect members. A copy of the Memorandum was sent to Capt. Whitehurst, who requested an opportunity to discuss the matter with the Commission.

Capt. Whitehurst appeared before the Commission and stated that he had read the Memorandum. He called attention to the fact that the suggestions in the Report are those of the firms that made the Report and that, in his opinion, some of them are acceptable and others not acceptable. The District Commissioners had this Survey made with a view toward finding a solution for the almost intolerable traffic conditions in the Central Area of Washington. For example, it requires 37 minutes to go by street car from 6th Street and the Mall to Dupont Circle. The cars along 14th Street operate at the rate of 3 miles an hour during the "rush" period morning and evenings; this is slower than a person can walk. At 14th and F Streets more than a hundred cars pass an hour during the "rush" period morning and evening; it is one of the busiest corners in the entire country. Now if favorable action is taken by Congress or the Commissioners with reference to the broad principles contained in this Report, it is probable that it would be referred to a Board of Review for recommendation on the projects proposed for adoption. At that time the Commission of Fine Arts would be called upon for specific advice and recommendations.

The question was asked whether the Greiner Company recommended the underground Trolley System because in Boston the System proves satisfactory. Capt. Whitehurst replied that he could not say definitely, but he thought it might have had some influence.

Chairman Clarke thereupon suggested that the Memorandum he prepared be kept in these Minutes for future reference. This was agreed to (Exhibit G).

Captain Whitehurst commented upon the scheme to revamp the area south of the new Interior Building so as to provide a site for the Pan American Annex. He said the District Commissioners never would agree on blocking off Virginia Avenue between 18th and 19th Streets.

9. NEW FOURTEENTH STREET BRIDGE: The Chairman stated that during the afternoon Mr. Justice Roberts, the new Chairman of the Committee of One Hundred on the Federal City, as well as Miss Harlean James and Mr. Peaslee of the Committee, will be present to talk with the Commission about the new bridge, and he asked Capt Whitehurst if he had any comments.

Capt. Whitehurst stated that originally the Park and Planning Commission recommended an 8 lane bridge which ran askew to the Railroad Bridge and to this the Commission of Fine Arts objected, though the necessity of 8 lanes for traffic was admitted. Then the Bureau of Public Roads in attempting to solve the problem decided on two four-lane bridges-- one for outgoing and the other for incoming traffic, and this would meet traffic needs for a great many years to come. The Park and Planning Commission on the other hand recommended one six-lane bridge at Fourteenth Street, and expressed preference for an additional bridge to cross the Potomac River at Alexandria, with a view to bringing traffic to East Capitol Street, where there is to be a new Government building development; however, Capt. Whitehurst stated that a traffic count shows only about 2200 cars a day would cross the bridge at Alexandria, which would not justify building it. At the same time a bridge in Alexandria would not help traffic conditions here at Fourteenth Street.

The Commission were interested to know about the present status of the legislation for the project, and Capt. Whitehurst explained this off the record.

I have had some trouble in getting some things done.

Some of the things I have done are as follows:

1. I have been very busy with my work.

2. I have been very busy with my work.

3. I have been very busy with my work.

4. I have been very busy with my work.

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19. I have been very busy with my work.

20. I have been very busy with my work.

10. BRIDGES FOR THE WASHINGTON-BALTIMORE PARKWAY: Mr. H. T. Thompson Chief of the Planning Division, National Capital Parks, submitted designs for:

(a) A bridge to cross Little Patuxent River. The design for this bridge had previously been submitted to Mr. Clarke and returned with his criticism. The revised design was inspected by the Commission and approved, subject to a few minor suggestions in matters of detail.

(b) A dual bridge crossing, carrying automobile and rail traffic(about a half mile beyond the above-mentioned location). This design was not regarded satisfactory. Mr. Clarke recommended a simple steel girder bridge with a simple wing walls.

A report was sent to the Offices of National Capital Parks of the Department of the Interior accordingly (Exhibit H).

11. STATUE OF GEORGE WASHINGTON AT WASHINGTON CIRCLE: Mr. Thompson requested the advice of the Commission as to what should be done about the equestrian statue of George Washington when an underpass is built at Washington Circle as proposed---whether to leave the statue on a mound or bring it down to street level.

The Commission considered the matter and decided that it would be much better to leave the statue on a mound. Also the Commission asked whether the fence would be retained. Mr. Thompson stated a fence is necessary to protect the statue from vandalism. A report was sent to the Office of National Capital Parks. (Exhibit H).

12. APPLICATION NO.1050, for alteration of 1307-11 E Street, N. W., dated February 12, 1945, submitted by the District Inspector of Buildings.

The Commission inspected the design and advised that the total area of the signs must not be in excess of 25 square feet and that no neon lighting be used on the exterior wall as proposed. The plan is to be changed accordingly and a resubmission of the design for signs was requested.

13. NEW GEORGE WASHINGTON UNIVERSITY HOSPITAL BUILDING. Mr. P. L. Hein, Chief of the Emergency Operations Unit, Public Buildings Administration, Federal Works Agency, and his assistant Mr. Thompson, submitted a design for the new George Washington University Hospital building, to be built on the east side of 23rd Street on the square adjacent to Washington Circle. An allotment of \$3,013,000 was made by the Federal Works Agency, of which \$900,000 will be spent for the site. Architects Faulkner & Kingsbury, of Washington, made the design.

The Commission inspected the design and noted that it is in the typical modern type of hospital buildings. It will be faced with limestone. The main entrance will be from 23d Street. There is provision for 400 beds.

While approving the design, the Commission suggested that the exterior should be made a little more interesting by the use of shadows and sculpture; even an inscription would be helpful. A report was sent to Commissioner Reynolds accordingly (Exhibit I).

14. NEW GEORGETOWN UNIVERSITY HOSPITAL BUILDING. Mr. Hein and Mr. Thompson of the Public Buildings Administration submitted a design by ^aKaiser, Neal and Reid, architects, of Pittsburgh, for the new Georgetown University Hospital building, to be built on the University grounds at Georgetown in proximity to the Medical School, a red brick building. The new building is to be in red brick.

The architect members of the Commission inspected the design. Mr. Holabird objected strongly to the character of the exterior, saying it is too plain and unorganized; Mr. Lamb and Dr. Cret concurred.

The Commission recommended a restudy of the design by the architects, with a view to bring the proposed building into a harmonious relationship with the other buildings which constitute Georgetown University (Exhibit J).

15. HEURICH BOTTLING PLANT: In accordance with arrangements made, representatives of the Heurich Brewing Company and the architects of the proposed building were present for a conference with the Commission concerning the design for their building on Square 21, along 26th Street, namely C. Heurich Jr., Chas. E. Eckles, of the Brewing Company, W. Cameron Burton their attorney, and Jas. A. Royer and Jas. L. Cherry, representing the H. A. Kuljian Company, Engineers, of Philadelphia.

The Commission had disapproved a design for this building because it was thought inappropriate for a building adjacent to the Rock Creek Parkway.

The architects submitted a complete set of construction plans, which set forth clearly the style of building proposed. This was inspected by the Commission. It was stated that glass blocks and alberine would be used for the exterior and it will also have limestone trim. The loading platforms will be along 26th street and will be of aluminum and steel.

Major General U. S. Grant III, Chairman of the National Capital Park and Planning Commission was present and asked whether provision had been made for parking automobiles. The architects replied that provision has been made to park 150 cars on the roof of the building. Therefore there would be no encroachment on the street.

Thereupon the Commission, on reconsideration, approved the design.
(Exhibit K).

Attention was called to the fact that the site had been selected by the Public Buildings Administration for a new Navy Department Building.

Mr. Burton, speaking for the group, said "We don't want to oppose the government building project, but at the same time we don't want to be kept waiting for 5 or 10 years. We hope the Government will take the property. We feel, however, in justice to ourselves that we should not be kept waiting unfairly.

Mr. Burton stated further, "I frankly told Mr. Reynolds that if we had a permit tomorrow we would not attempt to build tomorrow, but we feel we must act, and the Government should act. We cannot operate a Bottling Plant one place and a Brewing Plant in another place. If the Government takes over the site we shall cooperate."

Mr. Cherry stated for the architects that Mr. Heurich's instructions were that we should prepare a plan not only to meet requirements but one that would be worthy of the location. This we did. We shall use limestone trim, and aluminum and steel, etc. for the loading platforms.

Thereupon the group left the Commission room.

Attention was then called to the fact that President Roosevelt is very desirous of having this location of the Brewery site near the waterfront for a Navy Department Building, which because of the War would doubtless have to be much bigger than originally intended. It was thought possibly the Government would acquire the site before a priority could be secured by the Brewing Company for strategic material. A site near the Navy Yard in southeast Washington has been suggested for the relocation of the Brewery.

16. COMMITTEE OF ONE HUNDRED ON THE FEDERAL CITY: Mr. Justice Roberts, Associate Justice of the United States Supreme Court, and new Chairman of the Committee of One Hundred on the Federal City, accompanied by Miss Harlean James, Executive Secretary of the American Planning and Civil Association, and Mr. Horace W. Peaslee, architect and an officer of the Committee, called to confer with the Commission on a number of matters relating to the National Capital. In particular the views of the Commission of Fine Arts were desired with reference to the new Fourteenth Street Bridge.

(a) Mr. Justice Roberts called attention to the controversy over the two-bridge scheme, and that the Committee is particularly concerned over the

effect that the bridge scheme would have on the Thomas Jefferson Memorial---
"It would seem the tree screen will be wiped out."

A plan of the National Capital Park and Planning Commission was presented showing the layout.

Chairman Clarke stated that the Commission of Fine Arts does not feel that any particular harm will come to the Thomas Jefferson Memorial by the two bridge scheme. There are a lot of old trees in the locality, which, if they are not already hit by the Dutch Elm blight or the Elm Leaf Beetle, do not have many more years to live. At any rate the landscape architect of the Bureau of Public Roads, Mr. Simonson, is perfectly competent to prepare a grading and landscape plan showing how the two bridge scheme will affect the Thomas Jefferson Memorial.

(b) Apartment house on the brow of Arlington, Virginia.

Major Clarke then asked the privilege to call the attention of Mr. Justice Roberts to several matters that would be of interest to his Committee First of all he mentioned the scheme for an apartment house on the brow of Arlington in Virginia on the axis of the Mall and just opposite the Lincoln Memorial.

Justice Roberts said that effort would be made to help prevent the erection of the proposed structure. It was generally admitted that it would be a serious blot in the landscape. It is proposed to use yellow brick.

(c) Potomac River Power Project.

Miss James called attention to the Potomac River Power Project, as announced by the Washington Post of this morning. It is again proposed, after about 15 years, to flood the valley of the Potomac by the creation of a great lake 8 miles long, above Chain Bridge, and build a dam there 72 feet high.

Major Clarke stated that the Commission of Fine Arts is strenuously opposed to a project which would destroy the scenery along the Potomac River, as well as the island in it, and called attention to a part of his Address

on the subject, which appears in the newly printed Fourteenth Report of the Commission of Fine Arts (page 106) as follows:

"We shall aid in the protection of the majestic Valley of the Potomac, to beyond Great Falls, against encroachments incompatible with the best uses of this area. Articles in the public press have indicated that plans are contemplated which, if carried out, would forever destroy the artistic integrity of the valley. Even a compromise scheme is undesirable here; we cannot build dams, no matter how well done, and at the same time continue to enjoy the beauty of this indispensable asset of the Nation's Capital. The Commission of Fine Arts took an important part in defeating the last attempt to despoil this single remaining untouched remnant of nature's achievement in this region, and we shall continue to advocate the full protection of this magnificent valley for enjoyment by future generations of Americans."

(d) Temple Heights

Attention was called to using Temple Heights (a nine acre tract just above Dupont Circle) for an apartment house development. While it is understood that the architects have modified the plans so as to make them more acceptable by reducing the density of occupancy, nevertheless it was hoped the Government would acquire the site, as is contemplated by a Bill introduced by Senator Capper, S.332, which also provides for a G. A. R. Memorial building on the site (Exhibit L).

17. PENDING LEGISLATION: The secretary presented a list of about a dozen "Bills" that have been introduced in Congress, both in the House of Representatives and in the Senate, since January 3, 1945, as to memorial and other projects in which the Commission of Fine Arts would be concerned (Exhibit M).

The Commission reviewed these Bills briefly.

The Commission adjourned at 4:00 p.m.

COPY

December 29, 1944.

Dear Mr. Garfield:

Your letter of December 23d, concerning the portrait of President James A. Garfield to replace the one in the White House, has been received.

We would appreciate it if you would send us an 8" x 10" glossy photograph of the painting (including the frame) and also the name of the artist. Please give also the size of the painting, including the frame.

After the photograph has been received, the Commission will decide whether or not the existing frame is satisfactory for hanging in the White House.

Sincerely yours,

H. P. Caemmerer,

Secretary

Mr. James Garfield,
Choate, Hall & Stewart,
30 State Street,
Boston, Massachusetts.

EXHIBIT A

October 22, 1944.

Dear Mr. Garrison:

Your letter of October 20, concerning the portrait

of President James A. Garfield to replace the one in the

White House, has been received.

We would appreciate it if you would send us an 8" x 10"

glossy photograph of the painting (including the frame) and also

the name of the artist. Please give also the size of the

painting, including the frame.

After the photograph has been received, the Commission will

decide whether or not the existing frame is satisfactory for

hanging in the White House.

Sincerely yours,

W. P. Garrison

Secretary

Mr. James Garfield,
Choate Hall & Statute,
50 State Street,
Boston, Massachusetts.

EXHIBIT A

February 6, 1945.

Dear Mr. Garfield:

Your letter of January 30th, addressed to Mr. Caemmerer, with its enclosure of a photograph of the frame of the portrait of President Garfield, has been brought to my attention.

The frame is satisfactory. Therefore, please send the portrait to:

The Commission of Fine Arts,
Room 7000 New Interior Department Building,
Washington, D.C.

On receipt of the portrait, prompt attention will be given to the matter of having it placed in the White House.

Sincerely yours,

(SIGNED) GILMORE D. CLARKE,

Chairman

Mr. James Garfield,
30 State Street,
Boston 9, Massachusetts.

EXHIBIT B

January 2, 1881.

Dear Mr. Garfield:

Your letter of January 2nd, received by Mr. Brewster,
with its enclosure of a photograph of the room of the portrait
of President Garfield, has been brought to my attention.
The frame is satisfactory. Therefore, please send

the portrait to:

The Commission of Fine Arts,
Room 7000 New Interior Department Building,
Washington, D.C.

On receipt of the portrait, prompt attention will be
given to the matter of having it placed in the White House.

Sincerely yours,

(Signed) William A. Clark

William A. Clark

Mr. James Garfield,

30 State Street,

Boston 2, Massachusetts.

RECEIVED

COPY

February 16, 1945.

Dear Colonel Lillard:

On this date the Commission of Fine Arts approved the design for the bronze plaque which will serve to recall the distinguished services of Lieutenant General Lesley J. McNair.

It is understood that the completed work will be placed in an appropriate location on the wall of the lobby of the Army War College in Washington.

The model is exceptionally fine, and the plaque in bronze will add another distinguished work of art to those others in the National Capital.

For the Commission of Fine Arts:

Sincerely yours,

(SIGNED) GILMORE D. CLARKE,

Chairman

Colonel Gerald F. Lillard, G. S. C.,
Army War College,
President, General McNair Plaque Board,
Washington, D.C.

EXHIBIT C

Mrs. Leslie L. Lillard,
Trust Office,
1000 Second National Bank,
New Haven, Connecticut.

COPY

February 16, 1943.

Dear Colonel Willard:

On this date the Board of the Army War College
the design for the bronze plaque which will be placed
the distinguished services of Lieutenant General Wesley T. Willard.
It is understood that the completed work will be
placed in an appropriate location on the wall of the lobby of
the Army War College in Washington.
The model is exceptionally fine, and the plaque
in bronze will add another distinguished work of art to
those others in the National Capital.

For the Commission of Fine Arts:

Director, Fine Arts

(SIGNED) CLINTON D. K. R.

Chairman

Colonel Gerald T. Willard, G. S. P.,
Army War College,
President, General MacArthur Board,
Washington, D.C.

REPLY

February 20, 1945.

Dear Mr. Hemingway:

I received your letter of February 12th, with its enclosure of a copy of the Will of the late George Dudley Seymour: also the book on Nathan Hale. Thank you very much for them. I brought them to the attention of the Commission of Fine Arts at their meeting on February 16th.

There are a few matters on which the members of the Commission are in doubt, and they requested me to write to you for some additional information pertaining to the statue of Nathan Hale.

1. Is the statue presented for erection in the City of Washington the one shown on page 562 of the book mentioned, or is there a replica of it?

2. What is the height of the statue (shown on page 562) from the top of the pedestal to the top of the head?

(If there is a replica it is assumed both bronzes have the same length; if this is not correct, would you please indicate?)

No provision appears to have been made in the will for shipping the statue to Washington and provide for its erection. This will require fully \$1,000. Could you make necessary sum available out of the Estate? Also, the erection of the statue on public grounds in this city will require an Act of Congress.

Sincerely yours,

H. P. Casmerer,

Secretary

Mr. Louis L. Hemingway,
Trust Officer,
The Second National Bank,
New Haven, Connecticut.

Mr. Louis L. Hemingway,
Trust Officer,
The Second National Bank,
New Haven, Connecticut.

Secretary

H. B. Cameroner,

Sincerely yours,

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Dear Mr. Hemingway:

February 20, 1942.

See p. 4.

CONTENTS

MINUTES OF THE 201st MEETING
of the
NATIONAL CAPITAL PARK AND PLANNING COMMISSION
held on
THURSDAY & FRIDAY, DECEMBER 14-15, 1944

<u>Page</u>	<u>Par.</u>	<u>Subject</u>
1	1	Minutes
1	2	Dates of Meetings
2	3-9, incl.	Land Purchases. (See Land Purchase Section)
2	10	Correct Designation for Fort Kemble Park
2	11	Land Transfers
2-3	12	Zoning Items
3	13	Gasoline Station Application
3-4	14	Television Conference
4-5	15	Television Masts (see also par. 14)
5-7	16	Transportation Survey and Report
8-9	17	Development of the Dean Tract (see also par. 20)
9-11	18	Public Buildings Projects.
11-14	19	Future Public Buildings Program
14	20	Development of Dean Tract (see also par. 17)
14-17	21	Proposed Highway Bridge and Traffic Analysis
17-19	22-23	Meeting with Public Schools Committee of Board of Trade
19-20	24	Bridge to Replace Highway Bridge (see also par. 21)
20-21	25	George Washington Memorial Parkway
21-22	26	Financial Study of Barry Farms Redevelopment
22-25	27	Status of Legislation
25	28	Subdivision of Dean Tract (see also par. 17)
26	29	Meeting of Interstate Commission on Potomac River Basin.
26	30	Committee Membership on Virginia State Planning Board.

Appendix A - List of Members of the Public Schools Committee of
Board of Trade attending meeting December 15, 1944

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MINUTES OF THE 201st MEETING
of the
NATIONAL CAPITAL PARK AND PLANNING COMMISSION -
held on
THURSDAY & FRIDAY, DECEMBER 14-15, 1944

The National Capital Park and Planning Commission met at 10 o'clock a.m. Thursday and Friday, December 14 and 15, 1944, in Room 7112 New Interior Building, 18th and C Streets, N. W., Washington, D. C.

(Succeeding ten previous meetings of the National Capital Park Commission))

PRESENT

MEMBERS: GENERAL U. S. GRANT, 3rd, Chairman
GENERAL JOHN J. KINGMAN, representing the Chief of Engineers, U. S. Army
COLONEL J. D. ARTHUR, Assistant Engineer Commissioner, D.C.
MR. A. E. DEMARAY, representing the Director, National Park Service.
MR. EDWARD C. BEHRE, representing the Chief, Forest Service.
MR. H. V. HUBBARD
MR. J. C. NICHOLS
STAFF: MR. JOHN NOLEN, JR., Director of Planning
MR. T. S. SETTLE, Secretary
MR. NORMAN C. BROWN, Land Purchasing Officer.

1. Minutes:

MOTION unanimously carried approving minutes of the November meeting of the Commission, subject to any corrections that may be called to the attention of the Secretary.

Colonel Arthur stated that he was asked by Colonel Kutz to protest against the delay in getting the minutes to the members. General Grant explained that the staff has been greatly handicapped by the resignation of one stenographer and retirement of another. It is hoped that the situation will be remedied shortly by the filling of these vacancies.

2. Dates of Meetings:

The following dates of meetings were approved:

January 25-26
February 22-23
March 22-23

- 2 -

Pars. 3-9 Land Purchase: (See Land Purchase Section).

10. Correct Designation for Fort Kemble Park:

Mr. Nolen reported that the U. S. Geological Survey has called the Commission's attention to the fact that the area now designated as "Fort Kemble" is incorrectly designated in that it should be "Battery Kemble". The staff, after a review of General Barnard's "Defenses of Washington", has found this to be correct and recommends that the Commission approve the change of name from Fort Kemble to Battery Kemble Park.

MOTION unanimously carried that the area heretofore designated as "Fort Kemble Park" be hereafter designated "Battery Kemble Park" and that the Commission's records be corrected accordingly.

11. Land Transfers:

Mr. Jeffers submitted a proposed transfer of jurisdiction from the National Park Service to the District Government for the extension of Oregon Avenue adjacent to Rock Creek Park between Chestnut Street and Western Avenue. Mr. Jeffers recommended that the transfer be revised to retain within the park all property beyond a strip 6 feet back of proposed curb, with the understanding that the National Park Service will grant the District Commissioners the necessary permission to grade out into the park area.

MOTION unanimously carried approving the transfer of jurisdiction for the widening of Oregon Avenue, as indicated on plat bearing File No. 3.8-29, provided, however, that there be retained within the park all property beyond a line 6 feet east of the curb, with the understanding that the District Commissioners will be permitted to do the necessary grading in the park beyond this line. (The Commission approved the transfer to a width of 26 feet from the center line.)

12. Zoning Items:

Mr. Nolen reported on changes in zoning regulations and maps which were the subject of a recent public hearing.

The amendment of the 110 ft. height district regulations, requiring its application on all alley sides of the lot was approved

as recommended by the Commission. Mr. Bartholomew was invited to meet with the Zoning Commission and present his views. There was considerable opposition to the amendment to restrict the establishment of kindergartens, etc., in restricted residential districts, the objections coming mostly from church officials. The amendment, however, was approved but does not go into effect until after the war. An amendment to permit erection of telephone company equipment buildings in residential districts was also approved. The Zoning Commission also considered amendments to the zoning maps, one calling for greater restrictions to residential areas east of the Anacostia River. The area from 44th to 49th Street in the vicinity of Watts Branch Parkway was placed in A Semi-Restricted area. Changes in the commercial districts in the lower Congress Heights area were also approved contrary to the recommendations of the Zoning Advisory Council.

13. Gasoline Station Application:

Mr. Nolen submitted for consideration Appeal No. 1219 for a gasoline service station on Lots 9 and 10 in Square 3353 at 249 Carroll Street, N. W. Two gas stations and 1 parking lots are now located in this immediate vicinity. The staff, after going into the matter, feels that the area is already characterized by these and other related uses and the proposed station will have no adverse effect on the present character or future development of the neighborhood. As the sidewalk space on Carroll Street is narrow, construction of ramps and drains should be in such a manner as will minimize interference with pedestrian traffic. Every effort should be made to preserve as many trees as possible.

MOTION unanimously carried that Appeal #1219 for the establishment of a gasoline service station on Lots 9 and 10 in Square 3353 be granted, the Commission being of the opinion that the establishment of the proposed station will not have an adverse effect on the present character or future development of the neighborhood. (Attention is to be called to the suggestions concerning ramps and drains and efforts to save existing trees.)

14. Television Conference:

Mr. Nolen reported that pursuant to recent action of the Commission the Coordinating Committee met with representatives of all companies interested in the establishment of television facilities in the Washington Area and had full discussion of their requirements. The Committee did not attempt to secure an agreement among those interested, but merely to learn of their requirements. It was found that four of the companies definitely would like to locate within the District and the remainder desire locations outside the District, at least in the present experimental stage. They all require a height of at least 600 feet above sea level, which means about 300 feet above ground in many of the suggested areas.

The only structure located near the mast or tower would be a small building housing the transmitter. All representatives agreed to submit within the next month their requirements as to height and preference as to specific sites. They were not opposed to being grouped together but question whether any single site of sufficient size could be found, as the minimum distance between masts is thought to be 500 feet.

Reports will be submitted at a later meeting.

LUNCH: The Commission recessed for lunch from 12:15 p. m. to 1 p. m. and then reconvened.

✓ Major Gilmore D. Clarke, Chairman of the Commission of Fine Arts, Mr. David F. Finley, Member of that Body, and Colonel Kutz joined the afternoon session.

15. Television Masts - See also Par. 14:

Colonel Arthur explained that in order to cover the area properly the masts must be centrally located and at an elevation of at least 600 feet above sea level, and if possible located on ground at least 300 feet elevation so that the tower would be not over 300 feet high. The tower consists of a lattice-work structure up to the last 50 feet with a flag-pole structure on top. The base of the tower would be 25 x 25 feet. A building 40 x 40 feet to house the transmitter would be located at its base. The studios need not be located near the tower. The towers if grouped, must be at least 500 ft. apart. The two principal phases of the problem are (1) to determine how many can be grouped together and (2) to find a site or sites that will meet requirements. Four of the companies desire locations in the District and three have not yet decided. One company is proposing to erect an experimental station in Virginia to determine whether it can serve the District adequately. Those stations desiring to be in Washington will supply suggested sites by the middle of January.

Major Clarke suggested that the Commission create a zone in the District within which they could not be located, but the applications point out that a site in the central area is not desired because the ground is too low. He then suggested that it might be well if some way were devised to limit the number of towers.

The staff prepared a map which shows all the land that is over 300 feet elevation and on this the existing radio stations with their elevations have been indicated. Proposed television tower sites have also been spotted. The Wisconsin Avenue "bridge" appears to be the most preferred because it is near the center of the area to be served. The companies are reluctant to get away from the heavily populated area.

Colonel Arthur stated that the District Commissioners have ample authority to approve or disapprove any applications and if there is any likelihood of controversy, a public hearing would probably be held before action is taken. Mr. Nolen felt that any location near the Cathedral would meet with opposition and Major Clarke added that it would be unfortunate to have a tower dominate the towers of the Cathedral and this should be avoided. One of the companies suggested locating the towers on some of the high points in Rock Creek Park, but the Park Service would probably object.

No disposition of this matter at this time because the staff will continue its investigations and report at a subsequent meeting.

16. Transportation Survey and Report:

Captain Whitehurst present for this discussion.

General Grant asked Major Clarke if he would give the Commission the benefit of his views. Major Clarke stated that the members of his Commission have seen the report and some have commented. They are not, however, as a body prepared to take any official action at this time. They feel that the whole problem of whether or not this is the proper way to solve the transit problem in the city is outside their province and consideration of details are somewhat premature until the whole broad proposition has been considered. The Commission of Fine Arts are interested in some features of the report - such as the proposed treatment south of the Interior Building and the shelter at Union Station. General Grant stated that the Planning Commission is open minded on the subject, although it is not yet convinced that there is justification for any such expenditure of money for the saving of time that is proposed, although the separation of grades in some cases is a good solution for some of the very congested intersections. The Planning Commission is also very much concerned with the fact that the report crystallizes the congestion around 14th, 15th, F and G Streets. Further study might indicate that it would be desirable to separate subway lines in that section a little more in order not to create additional congestion and very excessive land values where they are already high, which in turn might result in a neglect of the business area to the east. This observation brought on a discussion of the effect of subways

on land values generally and Major Clarke pointed out that although subways were built in New York to decrease congestion, they actually succeeded in increasing it simply because the zoning laws were not changed to control the density in and around the stations. Increased land values resulted, with a gradual falling off of values further out.

General Grant stated also that the report seems to fail to solve the problem of communication between the Northwest Government center west of the White House and the area eastward toward the Capitol in that it does not provide a direct through connection. What effect these changes will have on areas such as Dupont Circle, Union Station, etc., must also be considered. These are areas in which the Commission of Fine Arts would be interested.

Captain Whitehurst stated that the scope of the study was laid out by the District Commissioners to cover the central area, but the engineers were not limited to that area. He felt that subways of the rapid transit type do not have a place in Washington and that the subways for surface cars are all that are needed or warranted. The subways proposed in the report are in reality a series of underground tunnels for street cars in the highly congested districts. Colonel Arthur supplemented this with the remark that the element of time saved may not be worth fifty-six million dollars, but the prime purpose of the survey was to find a way of affording some solution and relief for the present congestion in the downtown area and the engineers' solution was to take street cars off the streets in this area and leave the streets for pedestrians, motor vehicles and busses. It was not primarily how much time would be saved, but how much the congestion could be reduced. General Grant stated that putting street cars underground may result in a material diminution in the number of people using street cars, who in turn may use automobiles and the resultant congestion may be just as great as before. Captain Whitehurst felt that this condition might not prevail if mass transportation were made as attractive and speedy as possible.

Treatment of the Area South of the Interior Building

Major Clarke stated that a general plan for the treatment of this area was agreed to several years ago, the plan being developed by a committee appointed by the President, and any departure therefrom would have to be given serious consideration. The National Park Service will probably have considerable to say about any plan for this area.

The Intersection of Constitution and Pennsylvania Avenues

Mr. Finley suggested consideration of a proposal which would remove the street cars from Pennsylvania Avenue by running them underground at 6th Street or farther west, which would give a clear roadway on the two avenues. Pennsylvania Avenue would be stopped at 4th Street and the two avenues would be merged at the intersection with 4th Street. Constitution Avenue would go eastward and eastbound traffic would make a right hand turn at 1st Street. Westbound traffic turning into Constitution Avenue at 4th Street would either go on to 6th Street where it would make a left hand turn to get into Constitution Avenue, or go beyond 6th Street. Mr. Finley could see no great harm done if Pennsylvania Avenue east of 4th Street is abandoned if the vista from the Capitol to the Treasury would be preserved. Major Clarke felt that the problem can not be solved without a tunnel for one line of traffic because of opposing lines of traffic. He would leave Constitution Avenue on grade all the way through as a great artery between the two rivers.

Changes in Union Square

Major Clarke felt that the Fine Arts Commission would have considerable interest in any changes in this Square. Mr. Hubbard pointed out that the plans were worked out with a great deal of care and thought and should not be disturbed without a great deal of consideration. Both felt that the two monuments at the foot of Pennsylvania and Maryland Avenues should be moved.

Extension of G Street in Front of Treasury

Major Clarke expressed his personal opposition to this proposal. He considered it very harmful to the Treasury Building.

General Discussion

Major Clarke suggested that one way of solving the problem might be to restrict the passenger cars and keep them out of the central area, take the street cars off the streets and substitute busses. General Grant asked if Captain Whitehurst had any further comments or questions. He agreed with Major Clarke that the matter is one of basic consideration first. Colonel Kuta stated that he had no crystalized ideas as yet, except that it must be borne in mind that if a large financial burden is imposed on the transit company it will ultimately result in an increase in fare. General Grant added that in turn will probably result in fewer people using the street cars and more using their automobiles.

17. Development of the Dean Tract (see also par. 20):

The Commission considered a proposed development of this tract with a hotel at the corner of Connecticut and Florida Avenues and apartments on the remainder of the site. Under the proposed subdivision of the tract an interior loop street would be provided so that the lots fronting on Florida Avenue would be through lots with two street frontages. Under the zoning ordinance the height of the buildings could be measured from the elevation of the highest street (which in this case would be the interior street). This would enable the builders to go as much as 50 per cent higher in elevation than the zoning permits on the lower street side (Florida Avenue and 19th Street). With eight stories on the higher street they can go as high as 13 stories on the lower street. The apartment house density would be about 600 persons per net acre or about 180 square feet per family unit. A series of setbacks have been provided along the Florida Avenue frontage. The total estimated population would be about 3,800.

Mr. Partridge presented and explained a model of the proposed development. He objects, from an architectural standpoint, to the intrusion of the large hotel mass at the intersection of the two avenues. He also objects to the miscellaneous types of setbacks, which in his opinion, do not produce a good architectural perspective.

Colonel Arthur stated that the Coordinating Committee felt that the Commissioners had no authority under the subdivision or zoning regulations to do other than approve the subdivision plan and if the builders insisted on their right under present zoning of going as high as 12 or 13 stories the Committee felt that this was not in their province and that this is the best plan submitted so far. The builders are willing to provide setbacks so that a clear height of only 8 stories will be produced along Florida Avenue, although they could go as high as 12 stories. Mr. Nolen stated that the problem resolves itself around the broad question of whether the existing zoning regulations are adequate to control plans such as these, especially with relation to density.

Major Clarke stated that while this is outside the province of his Commission, he feels that this plan forcibly calls to the attention of public officials the fact that the regulations governing use of land must be changed so that it is less intensively used.

Messrs. Snook, Corning and Ghent appeared before the Commission to discuss their project in detail.

Mr. Corning explained the project and stated that before going too far with it, they desire definite assurance from interested Government officials as to just what they can do with the

property. Mr. Ghent reviewed the site plan details. Of a total of 1,157 apartments, 38 per cent are one room, 10 per cent 2 bedrooms and the remainder have one bedroom in addition to the living room. All have kitchenettes and dining alcoves. The density has been figured at 400 families per gross acre. The average gross coverage of the site is about 36 per cent, which is under the limit allotted by the zoning regulations.

Mr. Nichols felt that the density was too high and expressed the opinion that unless it is kept down the project will gradually deteriorate in value.

Mr. Snook stated that their architect was instructed to prepare a plan which would be in strict conformity with the zoning regulations. He felt that after hearing the views of the Commission at this meeting, they should give serious consideration to decreasing the number of 1 and $1\frac{1}{2}$ room apartments and increase the number of larger units, which will have the effect of lowering the density. The apartments are being planned in such a way that they can be remodeled later on to fit prevailing demand as to the number of rooms per unit.

(See paragraph 28 for further discussion).

18. Public Buildings Projects:

On December 6th the Executive Committee of the Commission approved plans for the construction of the first two building projects described below. They are now submitted for confirmation of the Executive Committee's action.

Mr. A. S. Thorn, Asst. to Supervising Architect of Public Buildings Administration, submitted the following plans:

(a) Office Building in Suitland:

It is proposed to erect an additional three-wing office building west of Federal Office Building No. 1, similar in scale and design to the Hydrographic Office Building already there. Capacity will be about 1700 employees and it will be of permanent construction and provide 187,000 square feet net space.

MOTION unanimously carried approving construction of an additional office building west of Federal Office Building No. 1 as indicated on plan bearing File No. 43.1-22.

(b). Laboratory Building at Bethesda:

It is proposed to erect a permanent laboratory building for the Public Health Service, at first to be two stories high and later to be enlarged to $3\frac{1}{2}$ stories. The first 2 stories will have a flat roof and later when it is enlarged will have a pitched roof. Present request covers only 2 stories. The building will be used for administration and laboratory purposes. Architecture and construction to be same as buildings already there.

Mr. Hubbard thought it would be desirable to know more about the final plan and layout for the whole area so that it can be determined how these buildings fit into a general plan. Mr. Thorn stated that they are working on such an over-all general plan, but due to lack of funds and time they have not been able to complete it.

(c) Laboratory and Infectious Disease Building at Bethesda:

This proposal calls for a virus laboratory and infectious disease building at Bethesda, to be placed in relation to the existing animal building. This will be 4 stories high, of permanent construction and similar in design to the others.

Mr. William Reynolds, Commissioner of Public Buildings, who was also present, pointed out that these buildings are being constructed close together so that ultimately it will be possible to connect them with tunnels or bridges.

MOTION unanimously carried approving plans for construction of a laboratory and infectious disease building at Bethesda, as shown on plan bearing File No. 120.3-42.

(d) Wings on Temporary Naval Building:

Mr. Thorn also submitted plans for construction of three additional wings to the east end of Temporary Building #5 at 17th Street and Constitution Avenue. The wings will extend eastward from the three southeastern wings and will extend out to the face of the existing ~~peachhouse~~. These additions will provide a net floor space of 23,500 square feet and space for 285 employees. This area is now fenced in and being used for parking.

MOTION unanimously carried approving construction of three additional wings to the Temporary Office Building #5, as shown on plan bearing File No. 1.7-110.

(e) Utilities Building for St. Elizabeth's Hospital.

Mr. Thorn submitted plan for a combined warehouse, laundry and shops building on St. Elizabeth's Hospital grounds, on a site not suitable for any other purpose.

Mr. Nolen raised the question of disposing of polluted water from the laundry, and also whether there would be any hazards to planes from Bolling Field. Mr. Thorn felt that due to the location of the building there would be no obstacles to flying.

MOTION unanimously carried approving plans for a utilities building on St. Elizabeth's Hospital grounds in conformity with plan bearing File No. 38-101 subject, however, to clearing with Bolling Field officials in connection with hazards to flying.

19. Future Public Buildings Program:

Mr. William E. Reynolds, Commissioner of Public Buildings, appeared before the Commission to discuss the future public buildings program.

War and Navy Departments Requirements

Mr. Reynolds stated that they have had preliminary discussions with the Bureau of the Budget and Congress to formulate a future public buildings program. They are attempting to get authority to change the limit of cost of the General Accounting Office Building, which has already been authorized. The west central heating plant has been authorized but delayed on account of the war. They are also attempting to reach some conclusion with respect to the War and Navy Departments. The Pentagon Building will probably be used by the War Department for some time to come after the war. At present the War Department is unable to say just what their establishment will consist of after the war, but it is being assumed that the Pentagon Building will substantially take care of their needs. Studies are being made for a building for the Navy Department to be located in the northwest rectangle area. The suggestion will be made to the Budget Bureau that Congress authorize the purchase of the Navy Building site, which will include all the area not already Federally owned west of 23rd Street and south of Virginia Avenue, excepting the area occupied by the gas plant. That plan would permit extension westward of the Mall of which Rawlins Square north of the Interior Building is a part. The funds so provided would permit preparation of drawings, which will probably require about a year. This will be one of the most complicated buildings ever undertaken

because of its size and the contour of the land. The Navy Building will be No. 1 on the priority list because of the President's interest in having the Navy in a permanent building. Its construction will permit demolition of the temporary buildings in the Mall including the Navy and Munitions Buildings.

Funds will also be requested at some future time to complete the War Department Building on 21st Street. If this building is not needed by the War Department it can be used by some other establishment.

The Navy Department is asking for in excess of three million square feet, which is considerably in excess of the space the site can provide and would mean a building substantially the size of the Pentagon Building. The building, however, will be designed to fit the site.

Buildings at Suitland

Mr. Reynolds stated that consideration is being given to expansion at Suitland by the construction of a files and records building, for the storage of films, etc., with about $1\frac{1}{2}$ million square feet floor space.

Smithsonian Institution Needs

Mr. Reynolds stated that the Smithsonian Institution is very anxious to have authorization for two additional buildings, one an extension of their existing building (Museum of Natural History Building) and the other building south of Independence Avenue. Part of the Independence Avenue site is now occupied by temporary buildings for the Spars. The remainder of the site is still to be acquired. Any new authorization obtained would not specify a specific site.

Major Clarke interposed that the Commission of Fine Arts several years ago rejected a proposal to add to the existing Museum of Natural History Building and recommended then that any new building should be located to the west of 12th Street. He felt that there should be a limit to the size of buildings on the Mall.

Enlargement of Zoological Establishment

Mr. Reynolds also stated that the Smithsonian Institution officials are very anxious to add several new animal display buildings at the Zoo. Their thinking is more regarding the principle of display rather than the mere storage of animals.

Bureau of Standards Buildings

Mr. Reynolds stated that his office is studying plans for an administration building on Connecticut Avenue.

State Department Annex

The Public Buildings Administration is also studying plans for a State Department Annex to be located on the area across Pennsylvania Avenue north of the present State Department Building. These plans must take into account the question of preserving the Blair and Decatur houses. General Grant asked whether any thought had ever been given to building an annex west of 17th Street on the site occupied by the Mills Building. Mr. Reynolds thought this might lead to a building group extending west from 17th Street instead of East Capitol Street.

East Capitol Street Plan

Mr. Reynolds felt a building for the Federal Bureau of Investigation would probably be given first priority. He felt that if a program for two or three buildings were submitted to Congress at this time it would probably be rejected. He estimated that there will have to be an expenditure of at least twenty million dollars annually for ten years to "catch up" on the public buildings needs. He foresaw no objections to including the East Capitol Street plan in any authorization for new building sites, but stated that consideration is being given to cancelling all existing building authorizations and having each project authorized individually. Mr. Reynolds doubted if general authorization for the East Capitol Street plan would have a tendency to forestall further private developments and improvements.

Stadium

The Commission discussed seating capacity with Mr. Reynolds. General Grant stated that it will be impossible to get a structure seating 100,000 to 200,000 on the site recommended by the Commission, although it might be possible to get as many as 80,000. Mr. Reynolds favored a plan seating about 80,000.

Area West of North Capitol Street and North of E Street, N.W.

Some months ago Mr. Reynolds advocated this as a location for several public buildings. He is still of the opinion that it would be an ideal site and would be instrumental in cleaning out the very unsightly improvements now in that area. Mr. Nichols felt that this might have a serious effect on the Commission's efforts to get the East Capitol Street plan adopted.

Old Post Office Building

In answer to a question by General Grant whether the old Post Office Building could be removed, Mr. Reynolds replied that there is considerable sentiment in favor of retaining this building. It may have to be removed at some future time, however, because the foundation piles are exposed above water level and decaying rapidly. It is one of the most expensive public buildings to maintain.

Great Court Plaza in Pennsylvania Avenue Triangle

This area is now being used for parking purposes. Mr. Reynolds felt that it could probably be developed if and when a reasonable compromise between parking and landscape treatment is devised. He is opposed to underground parking due to cost.

On conclusion of his presentation, Mr. Reynolds and his assistants withdrew. Major Clarke also withdrew at this point.

20. Development of Dean Tract (See also par. 17):

General Grant asked the advice of the Commission on the suggestion of asking the District Commissioners to make their approval of the subdivision plat contingent on a reduction in the density. Mr. Nichols felt that the density could be reduced by providing a greater number of larger units. Mr. Nolen suggested that another alternative would be to ask the Zoning Commission to adopt density regulations, which were authorized in 1938 but never put into effect.

Action deferred until tomorrow. (See Par. 28.)

RECESS: The Commission recessed at 5:30 p. m., to reconvene the following morning at 10 a. m.

The Commission reconvened at 10 a. m., Friday, December 15th, 1944.

PRESENT: GENERAL GRANT; GENERAL KINGMAN, COLONEL KUTZ, COLONEL ARTHUR, MR. DEFIARAY, MR. NICHOLS, MR. HUBBARD AND MR. BEHRE and Staff.

21. Proposed Highway Bridge and Traffic Analysis:

Mr. Thomas H. MacDonald, Commissioner of Public Roads and Mr. H. S. Fairbank in charge of Research of that office, present for subject. Captain Whitchurst was also present.

General Grant stated that Mr. MacDonald and his Assistant, Mr. Fairbank, would present the results of a recent origin and destination traffic survey, made in connection with the proposed bridge.

Mr. MacDonald stated that the survey was undertaken after doubt was expressed by the Commission as to the desirability of the twin four lane bridge plan rather than a single six lane bridge. He stated "the origin and destination technique in my judgment, constitutes perhaps the most advanced method of studying the proper location for highway facilities. The theoretical establishment of highways represents one type of development. We have selected the other - the origin and destination type, determined by what people are doing and what they want to do.* * I have asked Mr. Fairbank to explain these charts we prepared as a result of this survey. I want to emphasize that in future highway work we are so committed to the constant pattern of traffic use and flow that we are going to depend largely on the pattern the public is now using for the development of the whole future highway system. This is based on what we think is sound. These studies here were made in cooperation with the District Government * * . We can assume that pattern of development here will be the prevailing pattern for the next twenty-five years or more.* **

Mr. Fairbank prefaced his explanation of the charts by stating "The Survey was made on August 16 between the hours of 6 a. m. and 8 p. m. - 14 hours. During that period the total in-bound traffic to the city was all that was observed. It amounted to 33,800 vehicles. Cards were given to all cars on the Virginia side. The return was from 10 to 11 thousand or 30¹/₅%, which is a very good return. On that day and during the hours of the origin and destination count, the distribution of the inbound traffic between the three bridges was 41.8 per cent to the Highway Bridge, 33 per cent to the Memorial Bridge and 25.2% to the Key Bridge. To establish the typical character of that observed movement, we compared it with the actual distribution of the average annual traffic over the three bridges for the period September 1, 1943 to August 31, 1944, and in that average the distribution to the Highway Bridge was 42.6 per cent, to the Memorial Bridge 31.5 per cent, and to the Key Bridge 25.9 per cent. The observed distribution on this 14 hour period was very closely typical of the general operation extending over a period of a year. The returns, when received, established the exact origin and destination of the respondents, wherever they lived within this area. They told us where they came from and to what address they were going. We analyzed these returns from this point of view, by seeking to determine which of these bridges each should have taken if he were seeking the bridge that would give him the shortest possible route. Analyzing it that way, the people who replied should have been divided as follows: 40.2 per cent to the Highway Bridge, (actually 41.8% which is close, compared to the annual 42.6 per cent); those taking the Memorial Bridge 32.7 per cent of the total, and the Key Bridge 27.1 per cent. That indicates what you come to

as you go through these origin and destination charts for that traffic on that day, and I think it is typical of an average day. The 1941 traffic over the three bridges was 118,800 both ways, 45,100 for the Highway Bridge, 40,600 for the Memorial Bridge and 33,100 for the Key Bridge. During the last year the traffic over the three bridges dropped to 84,400, - 36,000 over the Highway Bridge, 26,600 over the Memorial Bridge and 21,800 over the Key Bridge - over a 24 hour period. In connection with the 33,800 vehicles counted as an average day, that would amount to approximately 84,400, which is a two-way 24 hour count."

Mr. Fairbank next presented and explained the following charts:

(1) Passenger cars and trucks crossing the Highway Bridge - 6 a. m. to 8 p. m. August 16th. (According to this chart, traffic apparently selected the most easterly bridge to go east.)

(2) Passenger cars and trucks crossing the Arlington Memorial Bridge: (Traffic from the eastern part of Virginia using the Memorial Bridge dropping off somewhat.)

(3) Passenger cars and trucks crossing the Key Bridge. (This shows a further reduction in traffic from the eastern part of Virginia and its distribution to the west.)

(4) Trucks crossing Highway Bridge

(5) Trucks crossing only Key Bridge.

(6) Passenger cars and trucks crossing the Highway Bridge from 7:30 to 8:30 a. m. representing peak hour.

(7) Same as #6 but covering the Arlington Memorial Bridge.

(8) Same as #6 but covering the Key Bridge.

(9) 6 a. m. to 8 p. m. distribution of passenger cars and trucks by bridge used.

(10) Distribution of passenger cars and trucks from Pentagon Building and Navy Annex; according to bridge used, from 5 to 6 p. m.

(11) Inbound passenger cars and trucks that could have used a bridge at Alexandria (period 6 a. m. to 8 p. m.). This represents an attempt to determine how many people would have used a bridge at Alexandria if they could have done so. It amounted to 2,156 vehicles. This study did not take into account the proposed South Capitol Street Bridge, nor the time factor.

Mr. Fairbank stated that a bridge at Alexandria would not materially relieve traffic on the existing bridges. Mr. Nichols thought it would be a very important factor and felt that completion of the Anacostia Parkway would enter into the consideration in shortening the time. General Grant pointed out that the present-day gas rationing has an important bearing on these conclusions. Shifts in Government population will also have an important influence.

General Kingman and Mr. Nichols emphasized the importance of doing something promptly to give official status to the Alexandria bridge, especially the Virginia approaches.

Mr. MacDonald added "We expect the traffic in 1965 over the three bridges to be 188,900. We feel that traffic over the 14th Street Bridge will increase. One thing to be considered is the short distance that traffic disburses itself. You have a large percentage of that disbursing itself within one and a half miles. We believe in order to hold the property values and help rebuild this southwest area, the highway facility that offers the least impediment will have a beneficial effect in this area. Two bridges will greatly increase access to the District in this area, and we expect the redevelopment of that section." General Grant stated that the street system on the District side is more or less rigid and fixed and it is difficult to see how it can carry any more traffic.

In answer to a question whether it would be possible to give the proposed Alexandria bridge some official status by incorporating the Virginia terminus right of way in the official plans, Mr. MacDonald felt that it would be possible, and agreed to see what could be done about it. He added "The matter of this bridge (meaning proposed new bridge on 14th Street) is a matter of design to facilitate traffic and my view is that a six lane bridge will become obsolete in the future and you will go to the twin bridges. The capacity of the bridges is also determined by the capacity of the approaches. If you provide for free flowing traffic you do not get congestion."

No action was taken by the Commission on this subject. Mr. MacDonald withdrew at this point.

22. Meeting with Public Schools Committee of Board of Trade:

General Grant announced that during the afternoon the Commission will meet with the Public Schools Committee of the Board of Trade. Mr. Jeffers' study of the Mid-City area will be presented and discussed. General Grant felt that the Commission should maintain close relationship with this Committee.

LUNCH RECESS: The Commission then recessed for lunch from 12:15 to 1 p. m. and then reconvened.

23. Meeting with Schools Committee of Board of Trade:

General Grant introduced the members of the Commission and then outlined the purpose of the joint meeting. Mr. Nolen explained how the Commission functions in these matters and the part the various committees play.

Mr. Jeffers presented a summary of a report prepared by him some months ago on the school and recreation needs of the Mid-City area of the city. The report emphasizes the importance of wise and judicious grouping of buildings, and the desirability of developing an over-all school and recreation program.

Colonel Arthur discussed the disposition of abandoned buildings. The tendency is to retain them in public ownership. Dr. Haycock,

Superintendent of Schools, explained the reason for a number of abandoned and obsolete buildings, especially 8 room buildings, the condition being due to practices that date back as far as 1885. These, however, are no longer considered the factors that dictate the location of schools. Colonel Arthur pointed out that war housing conditions have necessitated additions to the school program which heretofore had not been included. Post-war shifts in population may take care of some of the present-day congestion in the mid-city area.

Mr. Milo F. Christiansen, Superintendent of Recreation, stated that the Recreation Board is actively cooperating with school authorities in the development of combined school and recreation facilities. An effort is being made to reach an agreement on the minimum standards that should be adopted.

Mr. Koneipp asked Dr. Haycock whether he considered the present school program (that formulated in 1939) adequate or should a new program be developed. Dr. Haycock replied that the last program of the Board of Education was made in 1939 and because of changes that have been brought about by the war, it will be necessary to reconsider the whole over-all plan. The Board of Education has been requested by the House D. C. Committee on Appropriations to furnish them some indication of the post-war school needs for the District.

In discussing the question of distance between schools, Dr. Haycock stated that the present practice is to require no child to walk more than 8 blocks. Mr. Nichols felt that by spreading them farther apart the risk of obsolescence is diminished. Dr. Haycock stated that the Board of Education would feel itself remiss if it did not attempt to keep at least five years ahead of the program and needs. Mr. Nolen felt that it would be very unfortunate if a major school program were undertaken without taking into account the general planning problem as a whole.

Sale or Abandonment of Franklin School Building

Mr. Keneipp asked the Commission's views on the sale of this building. They are also interested in a location for two new teachers' colleges. General Grant replied that as a matter of planning, the Commission would be interested in the proposal and the Commission is interested in the general economic proposition of not withholding from taxation land that could be put to a more beneficial use. At the same time consideration must be given to having such facilities where they will be convenient for the public and those required to carry on the work. Mr. Keneipp stated that his committee felt that it would be unfortunate to fill the old T. B. Hospital site at 13th and Upshur Streets with too many buildings. Mr. Nolen pointed out that the Commission has always carried this site on its recreation plan and if it is used for any other purpose it will mean that the Commission must go into a completely developed neighborhood to acquire a play area at great expense.

Establishment of Junior College

Mr. Keneipp stated that his committee has gone on record favoring the establishment of a junior college in Washington and they would like the advice of the Commission on a suitable site. General Grant stated that the Commission will be glad to consider the matter.

Design of School Buildings

Mr. Nichols stated that there is a tendency to perpetuate the design of school buildings. Consideration should be given to reviewing those plans with the view to effecting improvements and savings wherever possible.

On conclusion of this subject, the Chairman of the Committee thanked the Chairman for the opportunity to be present, and withdrew.

NOTE: See Appendix A for list of members of the Committee, present.

24. Bridge to Replace Highway Bridge (see also Par. 21):

General Grant stated that a bill has been introduced in Congress at the request of the District Commissioners to authorize construction of two bridges, and directing the Secretary of Interior to transfer the land needed for the approaches. This bill is objected to by the Interior Department. The opposition of the Commission has also been indicated.

Mr. Hubbard stated that the statistics and charts presented by Mr. MacDonald could be used to develop the argument that a considerable amount of traffic now bound over the Highway Bridge would use a bridge at Alexandria.

General Grant stated that as a result of yesterday's conference, the Commission's staff will confer with officials of the Public Roads Administration and with Captain Whitehurst to recheck the statistics and data. Mr. Nolen emphasized the importance of reviewing the situation in the light of the probable shifts in Government employees.

The subject will be discussed again at the January meeting when Mr. Nolen will submit a comprehensive report based on the results of these conferences.

25. George Washington Memorial Parkway:

(a) Maintenance Headquarters at Rosslyn, Virginia:

Mr. Thompson of the National Capital Parks staff, appeared before the Commission to submit plans for a maintenance headquarters to be established east of the Rosslyn Plaza. The Coordinating Committee and County officials have stated they have no objections.

MOTION unanimously carried approving establishment of maintenance headquarters facilities on the site indicated East of the Rosslyn Plaza.

(b) Use of Carderock Area:

Mr. Thompson of the National Park Service, also submitted a proposal to permit the Council of Social Agencies to use temporarily the Army camp site at Carderock. The camp was first built by the Civilian Conservation Corps and after the war added to by the Army. The Army has abandoned the site and is ready to demolish it and restore the area as per their agreements unless the Park Service wishes to retain the facilities.

MOTION unanimously carried approving the temporary leasing of the Carderock Camp site to the Council of Social Agencies. The site will be leased for the period of the war emergency or until such time as the Chomansic area is restored to the National Park Service by the Marine Corps.

(c) Worthington Property - Virginia.

Mr. Settle submitted this matter. At the last meeting the Commission considered the advisability of abandoning the condemnation proceedings because of the fact that the appraisals are considerably in excess of the funds available. The Commission was recently advised that on January 1st the owners will remodel the oil rendering plant and install modern equipment. The Department of Justice is determining the question of whether the Government would be required to pay for any improvements made after the proceedings were filed.

No action pending word from the Department of Justice as to the best method of proceeding.

(d) Dredging permit off Virginia Shore:

Mr. Wehrly submitted letter from the U. S. Engineer Office asking the views of the Commission on an application of the Smoot Sand and Gravel Corporation to extend the time of their dredging permit to dredge at Hog Island. The staff finds no objections to the extension, provided assurances are given that the dredging operations do not effect adversely the interests of the United States in the Mount Vernon Memorial Highway or the legislation now pending before Congress involving the proposed transfer of certain lands between the United States and the Smoot Company in this area. Mr. Wehrly suggested that the dredging operations should not come closer to the Memorial Highway than approximately 800 feet at the south end of the area to be dredged, 800 feet at the open water channel opposite the dyke and 1500 feet at the north end of the area.

MOTION unanimously carried approving the application, subject to the conditions stipulated by Mr. Wehrly.

Mr. Nichols suggested that negotiations be revived with Mr. Smoot for his property along the Virginia shore above Key Bridge.

26. Financial Study of Barry Farms Redevelopment:

Mr. Wehrly submitted a tentative outline of a financial statement for the redevelopment of the Barry Farms area, developed at the suggestion of Mr. Demaray to provide some idea of the financial aspects of this redevelopment. The statement is divided into four parts, the first section covering the cost of acquisition of the land; the second section covering the construction items such as street and highway improvements necessary for "shaping" the area, etc.; the third section covering the price of the sites for public uses such as schools, etc.; the fourth section covering estimated new use value of land to be sold for the various private purposes; and finally a summary of the cost items and an allocation of uses.

In discussing the amount of land that should be set aside for parking at shopping centers, Mr. Nichols felt that the ratio should be at least 2 square feet of parking space for each foot of floor space in the centers, which in turn would mean a much larger area devoted to shopping centers. He doubted whether much of the second floor of shopping centers would be profitable. Adequate shopping centers, however, should be provided. It is believed that the Washington Real Estate Board will be willing to assist in the determination of land acquisition costs and of the new use values in the project.

No action on subject at this meeting.

27. Status of Legislation:

Mr. Settle reported on status of legislation, particularly actions by Congress during the past month, then submitted a legislative program for the new Congress. He explained that all bills now on the calendar will expire at the end of this Congress and the 79th Congress will convene on January 3rd, and any legislation that the Commission desires to have enacted would have to be introduced or re-introduced. Recent actions by Congress were:

Appropriations:

The Budget Bureau after consultation with the Commissioners have approved and sent to Congress a total budget for the acquisition of land of \$394,000. This is made up of the \$388,000 first priority budget of the Commission, plus \$6,000. for access to Klinge Bridge.

Additional Powers for District Commissioners: - Public Law 506:

Congress has passed and sent to the President the Hebert Bill (H. R. 2644) granting additional powers to the Commissioners of the District of Columbia. There are a number of miscellaneous powers, mostly administrative, granted by this legislation. Of special interest to this Commission, however, is the power to permit pipe lines to be laid cross and in streets and to name and rename streets, highways and bridges after public hearings.

Highway Bridge Bills:

The D. C. Commissioners' bill providing for the construction of two bridges to replace the present Highway Bridge was introduced both in the House and Senate. The Commissioners and the Public Roads Administration made favorable reports and the Department of the Interior and this Commission unfavorable reports. No hearings were held. It is understood that these identical bills will be re-introduced at the opening of the next session.

Federal Aid - Highway Act of 1944 - Public Law 521:

This sets up a comprehensive post-war highway program with provision that Federal funds be matched in varying proportions by state funds. Also carries \$30,000,000 for access roads to National parks, National monuments and National parkways; also \$125,000,000 Federal aid for highway projects in urban areas.

Rezoning Parcel 70/100 - 16th and Shepherd Streets, N. W. - H.R.2850:

The bill to rezone parcel 70/100 at 16th and Shepherd Streets, N. W., passed the House and after a spirited contest died in the Senate Committee on a tie vote. Representatives of this Commission opposed its enactment both before the House and Senate Committees on the ground that Congress should not go into the business of zoning and rezoning, although the Commission recommended its rezoning by the Zoning Commission. Mr. Settle explained that it is now suggested to solve the problem by having the National Capital Park and Planning Commission acquire this area and add it to the parkway. He estimated the cost would be between \$80,000 and \$100,000.

After full discussion the Commission voted that if such legislation were introduced the legislative committee report adversely on it.

National Memorial Stadium - Public Law 523:

Mr. Settle reported that the House and Senate passed and sent to the President S. J. Res. 155. This bill sets up a commission of three members of the House, three of the Senate and three to be appointed by the District Commissioners. They would explore the whole question of the stadium, such as location, size, design, cost possibility of self-liquidating, and report their findings and recommendations to Congress.

An appropriation of \$25,000 is authorized. Mr. Settle read a letter from the Bureau of the Budget asking the Commission to report on this enrolled bill. The Commission, after full discussion, instructed the executive officer to report to the Bureau of the Budget that "the Commission offers no objection to the enactment of this legislation."

Urban Redevelopment Bill:

General Grant stated that the revised bill now before the Commission is the result of thorough and intensive discussions with Mr. Nelson, General McChesney and Mr. Bettman, and represents an effort to frame a bill that would enable the real estate interests

to withdrawn some of their objections. They are agreeable to leaving in the bill the possibility of using the National Capital Housing Agency as the agency to do public housing, although they must still convince their people on the acceptance of this. There was some disagreement on the number of members to compose the Agency. They insisted on a seven man board appointed by the President, one of whom may be an official of the Federal Government. The Commission's bill creates a five man body. The bill has also been changed to conform with a suggestion from the National Capital Housing Authority so that they need not obtain approval of individual acquisitions but merely approval of a project as a whole, before proceeding with acquisitions. After a period of three years all their authority to acquire land would be transferred to the Land Agency. Mr. Nelson and General McChesney also insisted on a provision to submit the planning features of the bill to the action of the Courts. The wording, however, will prevent action by the courts without consulting the Planning Commission and the District Commissioners.

General Kutz stated that the Commissioners are interested in legislation especially applicable to the District of Columbia and are not interested in a bill that would serve as a guide for the entire nation.

The bill has also been revised to provide that the remainder of the land within a project to be developed can be sold in its entirety to a partnership or individual.

No further changes were proposed at this meeting. The bill as revised will now be put in final form for introduction in Congress.

Reorganization of Commission:

General Grant explained that after the last meeting he transmitted the latest draft of the reorganization bill, which had been approved by the Commission, to the Bureau of the Budget. They are now putting it in final form. The Commission instructed the legislative committee to proceed with having this introduced in Congress as soon as it is cleared by the Budget Bureau.

Legislation Proposed for 79th Congress:

Mr. Settle submitted the following list of bills to be introduced or re-introduced in the 79th Congress, having the active support of the Commission:

Urban Redevelopment Bill
Reorganization of Commission
D. C. - Virginia Boundary
Exchange of Land with Smoot Sand and Gravel Company to
Widen Mount Vernon Highway below Alexandria.
Enlarging the Land Transfer Act to Apply to Environs
of Washington
Amend the George Washington Memorial Parkway Act so
that Parkway Road to Great Falls Would Not be
Treated as a Federal Aid Project
Construction of Navy Building in Northwest Area.
Construction of Federal Courts Building in Judiciary
Square.
Construction of Auditorium at Constitution Avenue and
John Marshall Place.
Amend the Public Buildings Act of 1926 to Include the
East Capitol Street Area.

The Commission voted its approval of this proposed legisla-
tion and pledged its support to its enactment.

Enlarging Arlington National Cemetery:

Owing to the lukewarm attitude of the War Department on the
proposed legislation, and the War Department proposal to locate
one or more Federal cemeteries in nearly every state in the union,
the Commission, on recommendation of General Kingman, voted to
delay action on this legislation for the present.

28. Subdivision of Dean Tract (See also Par. 17):

Colonel Arthur reported that formal approval of the subdivision
has not been requested of the D. C. Commissioners. The developers
are merely anxious to have the Commissioners' and the Planning
Commission's reaction to the proposal so that they can be guided
in reaching a decision whether they should exercise their option.
General Kutz stated that the plan as now submitted is not satisfactory
to him.

MOTION unanimously carried that the Commission take no action
against the proposed development of the Dean Tract, and that an
effort be made to have the developers reduce the density of the
project; also that the Commission request the Zoning Commission to
undertake a study looking to the better control on heights through
control of density in areas of this character.

29. Meeting of Interstate Commission on Potomac River Basin:

Mr. Nolen reported that in accordance with instructions of the Commission, he attended the meeting of the Interstate Commission on the Potomac River Basin, held in Richmond, Virginia, on December 8-9, 1944. The Planning Committee of that body adopted in preliminary form a set of criteria or standards for zoning sections of the Potomac River and its tributaries, which relate to all the controlling uses on each section of the stream, these standards being defined by the sanitary engineering group. The uses that go with them are being determined through a zoning process which the planning committee is initiating with the several jurisdictions. The four standards set up comport generally with those of the Tennessee Valley Authority.

No action.

30. Committee Membership on Virginia State Planning Board:

Mr. Nolen stated that he was recently invited by the Director of the Virginia State Planning Board to become a member of one of their Committees to assist local planning authorities and establish a closer tie-in with planning officials in Virginia. These committees are more in the nature of survey committees and a number of Federal officials are also included on them. Mr. Nolen felt that his membership would improve the Commission's relationship with the local Virginia bodies.

MOTION unanimously carried approving Mr. Nolen's membership on the committee described above.

ADJOURNMENT: The Commission adjourned at 4:55 p. m.

A. E. Domaray
Acting Executive Officer

T. S. Settle,
Secretary

February 19, 1945.

Dear Mr. Underwood:

The Commission of Fine Arts, at their meeting on February 16, 1945, considered designs submitted by you and Mr. A. S. Thorn of your office, for:

(a) Federal Office Building No. 4, Suitland Maryland. The design was approved, subject to a restudy of the central motive.

(b). Building No. 8, Laboratory Building for the National Institute of Public Health, Bethesda, Maryland. Design approved.

(c) Virus and I. D. Laboratory, Bethesda, Maryland. The design was approved, with the recommendation that the dormers be omitted and that the gable be widened so as to improve its proportion.

(d). Nurses Home, Saint Elizabeths Hospital. Design approved.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,
Chairman

Mr. Gilbert Stanley Underwood,
Supervising Architect,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT F

Washington, D. C.
Federal Works Agency,
Public Buildings Administration,
Superior Architect,
Mr. Gilbert Stanley Underwood,

Chairman
(Signed) Gilmore D. Clarke,

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For the Commission of Fine Arts:

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(a) Federal Office Building No. 4, Suitland, Maryland. The

Mr. A. S. Thorne of your office, for:

February 16, 1945, considered designs submitted by you and

The Commission of Fine Arts, at their meeting on

Dear Mr. Underwood:

February 19, 1945.

The Commission of Fine Arts

Washington

MEMORANDUM

February 16, 1945

This memorandum is in reference to a communication of October 23, 1944, received from Mr. G. M. Thornett, Secretary to the Board of Commissioners, with reference to the TRANSPORTATION SURVEY AND PLAN FOR THE CENTRAL AREA OF WASHINGTON, dated October, 1944, in which he stated that "the Commissioner solicit your comments and criticisms of the Report and its findings."

The Commission of Fine Arts are interested in this Survey generally in so far as the recommendations affect the appearance of the City, but in particular the Central Area.

Traffic congestion, and the more or less unrestricted parking of motor cars, have contributed materially toward the impairment of the dignified appearance of the City. The Commission are gratified, therefore, to find that the Commissioners of the District of Columbia have given thought and study to the whole subject of transportation within the City, with a view toward finding a solution which will tend to ameliorate the difficulties which now obtain.

It is obvious that the Commission of Fine Arts are not experts in problems relating to traffic. Therefore, this memorandum is confined to a discussion of

(Exhibit G)

The Commission of the Arts

Washington

CONFIDENTIAL

February 16, 1945

This report is in reference to a communication of October 23, 1944, received from Mr. G. W. Hornet, Secretary to the Board of Commissioners, with reference to the TRANSPORTATION COMMISSION AND THE ARTS. The report states that "the INSTITUTE, dated October, 1944, in which has stated that the Commission believe your concerns and criticisms of the Report and its findings."

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It is evident that the Commission of the Arts are not experts in problems relating to traffic. Therefore, this commission is confined to a discussion of

certain recommendations contained in the Survey which, in the opinion of the Commission, would be detrimental to the general appearance of the City, or to certain parts of the City, if carried out in the manner indicated on certain maps and diagrams which are a part of the Survey.

Other agencies of the Government, including the Commissioners of the District of Columbia, the Public Roads Administration, and the National Capital Park and Planning Commission, have a vital interest in determining upon practical solutions of the transportation problem in Washington, and it is to these agencies that the Commission of Fine Arts will look for advice and guidance with respect to developing solutions to certain of the problems which must satisfy the purely practical considerations and, as well, those other considerations which may be called the aesthetic factors. Washington is the National Capital; it cannot submit to the banal and purely practical solution of its problems. The Commission of Fine Arts reviewed this Survey and are privileged to have the opportunity to point out certain elements which we believe should be carefully restudied before carrying out any part of the plan or plans in further detail.

1. Exhibits 7 and 39, DuPont Circle Grade Separation and Channelization -- Connecticut Avenue-"G" Street Subway:-

While this Commission have realized and understood the desirability of carrying Connecticut Avenue vehicular traffic under DuPont Circle, and now appreciate the probable necessity for adding width to the proposed vehicular grade elimination structure to provide space for rapid transit tunnels, in the event that a subsurface rapid transit scheme is adopted, we question the construction of two passenger stations with four long underground passageways under the Circle, thus adding to the extent of the destruction of the public park area. We seriously question the advisability of providing long underground pedestrian passageways, in consideration of the attendant social problems which may be created. We suggest, therefore, a restudy of the situation, with a view toward locating these stations elsewhere.

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I. Exhibits 7 and 8, Report Circle Grade Separation and
Gunnels - Connecticut Avenue - Street Subway

While this Commission has realized and understood the desirability of carrying Connecticut Avenue vehicular traffic under DuPont Circle, and now appreciate the problem necessity for adding width to the proposed vehicular grade elimination structure to provide space for rapid transit tunnels, in the event that a subterranean rapid transit scheme is adopted, we question the construction of two passenger stations with four long underground passageways under the Circle, thus adding to the extent of the destruction of the public park area. We seriously question the advisability of providing long underground pedestrian passageways, in consideration of the attendant social problems which may be created. We suggest, therefore, a study of the situation, with a view toward locating these stations elsewhere.

2. Exhibits 8 and 18, Subway Transfer Station in President's Square -- Connecticut Avenue-"G" Street Subway:-

We seriously question the construction of a rapid transit station located on Pennsylvania Avenue between Lafayette Square and the White House grounds, since it is undoubtedly undesirable to concentrate pedestrian surface traffic at a location so near the White House. We suggest a restudy with a view toward locating this station further to the east.

We question the construction of any part of the subway under Lafayette Park, with the resultant destruction of a large part of that public open space, even temporarily; large trees, which cannot be replaced, are located within and along the borders of the part of the park proposed to be utilized for the subway.

3. Exhibits 9, 46, and 47, Union Station Plaza -- Connecticut Avenue-"G" Street Subway:-

We question the erection of permanent covered platforms for taxicab unloading in front of the Union Station. The Commission approved the erection of temporary wooden shelters at this point with the understanding that they would be removed after this War, when it is hoped that a more permanent and at the same time a more desirable solution may be determined upon with respect to the handling of taxicab passengers. We are opposed, therefore, to the construction of permanent shelters above grade in front of the Union Station, for we believe that there is a more satisfactory solution to this particular problem.

Again, we call attention to the long underground pedestrian underpasses; they would be helpful and undoubtedly desirable at this Plaza, but they should be made of sufficient width to be both adequate and safe.

The suggested disfiguration of the architectural lines of this Plaza, for the benefit of "channelization," does not constitute a satisfactory solution of the traffic problem. There still remain, in this proposed scheme, a number of undesirable crossings for vehicular traffic. Further study should be given to the solution of the problem

As previously stated, the collection of a sample
certainly should be made on a regular basis. It is
important that the White House be kept informed of the
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2. White House, 44, and 47, United States House of Representatives
7-10-68, 10-10-68, 10-10-68

We request the attention of the White House to the
fact that the collection of a sample of the White House
should be made on a regular basis. It is important
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the State.

in this Area with a view toward providing a scheme which will not only solve the problem related to the circulation of traffic, but also create a pleasing and satisfactory pattern for the Plaza area. Such a study should be made without regard to the existing conditions, planned before the advent of the motor vehicle.

4. Exhibit 11, Pennsylvania Avenue Subway -- Section from "C" Street to Independence Avenue:-

We look with disfavor upon the location of the proposed subway between "C" Street and Independence Avenue. This location would destroy the elms along one side of John Marshall Place and many of the elms in the Mall between Madison and Jefferson Drives. This proposed diagonal crossing of the Mall is suggested obviously to eliminate the necessity of tearing up paving on 4th Street. The importance of maintaining the integrity of the Mall plantations is obvious; a tunnel with less than five feet of cover would result in interrupting the uniform spacing of the Mall trees.

5. Exhibit 12, Pennsylvania Avenue Subway along Independence Avenue -- 3rd Street W. to 2nd Street E. :-

The National Capital Park and Planning Commission and the Commission of Fine Arts approved a plan for carrying through vehicular traffic on the central sections of both Constitution and Independence Avenues via tunnels under Capitol Hill. The Commission of Fine Arts are firmly convinced that this improvement should be carried out at some future date in order to eliminate traffic congestion in the immediate vicinity of the Senate and House Office Buildings, the Supreme Court, and the Library of Congress.

Exhibit 12 of the Survey suggests a proposal to use Independence Avenue for a trolley car tunnel; as indicated, this rapid transit tunnel would prevent carrying out the scheme for a vehicular tunnel under Capitol Hill along this Avenue, as approved in earlier plans. The Commission of

It is the duty of the Government to protect the rights of its citizens and to maintain the peace and order of the country. The Government is responsible for the welfare of its people and for the security of its borders. It is the duty of the Government to provide for the needs of its citizens and to maintain the law and order of the country.

THE DUTY OF THE GOVERNMENT

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Fine Arts disapprove any scheme for trolley car tunnels which would prevent the future construction of a vehicular tunnel on Independence Avenue between 1st Street West and 2nd Street East.

6. Exhibit 14, 14th Street Subway:-

Plans for the ultimate development of the Mall provide for the elimination of the grade crossing of the Mall drives and 14th Street by lowering the street. Exhibit 14 proposes to locate a trolley car tunnel in 14th Street; if the construction of this tunnel is approved, it should be so designed that the entire street may ultimately be lowered so as to provide width sufficient so that vehicular traffic may also cross under the Mall drives and under Independence Avenue.

7. Exhibit 24, Proposed Street Car Routings:-

Street car tracks are shown to be continued along East Capitol Street. In connection with the proposed development of the East Capitol Street area (between Independence and Constitution Avenues) from East 1st Street to the Anacostia River, East Capitol Street will become, in effect, the East Mall. Trolley cars should be removed from East Capitol Street in the process of developing this area.

8. Exhibit 31, Proposed Routes of Suburban Buses:-

A suburban bus route or routes are shown crossing the Arlington Memorial Bridge. The Commission of Fine Arts look upon any proposal designed to use this memorial bridge for buses with disfavor. The bus routes over this bridge, made necessary during the war, should be discontinued after the war, and the lines re-routed over the 14th Street crossing of the Potomac.

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may also cross under the Mail driver and under the telephone
as to provide width sufficient so that vehicles can travel
signed that the entire street was absolutely to be lowered
reconstruction of this tunnel is approved, it should be so
posed to locate a trolley car turn 1 to 1st Street; if the
and 1st Street by lowering the street. Should it pro-

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Capital Street in the process of developing this area. Trolley cars should be removed from West Coast River, East Capitol Street will become, in effect, an Extension Avenue) from East 1st Street to the intersection as the East Capitol Street area (between Independence Capital Street. In connection with the proposed development Street car tracks are shown to be continued from East

Exhibit 31, Proposed order of inquiry, as follows: -

the way, the line crossed over the Little West
-who necessary during the war, and it is discontinued after
for buses with difficulty. The bus routes over this bridge
look upon any proposal designed to use this memorial bridge
Washington Memorial Bridge. The Commission of the Air
A suburban bus route or routes are slowly growing the

9. Exhibit 38, Improvement of Street South and West of Capitol Hill:-

While the Commission of Fine Arts might look with favor upon the proposal to relocate the monuments at the foot of Capitol Hill, terminating West Pennsylvania Avenue and West Maryland Avenue at 1st Street West, the new locations in the U. S. Grant Ellipse, shown on Exhibit 38 of The Survey, are not approved.

10. Exhibit 40, Fourth-Pennsylvania-Constitution Grade Separation and Channelization:-

The Commission of Fine Arts look with disfavor upon the suggested scheme to eliminate the diagonal crossing of vehicular traffic at the junction of Pennsylvania and Constitution Avenues. The Commission prefer that traffic on Constitution Avenue flow uninterruptedly on the surface from the Potomac River to the Anacostia River, excepting only for a short section under Capitol Hill, where a vehicular tunnel is proposed. This may be done by providing a tunnel for east-bound traffic on Pennsylvania Avenue. If such a scheme is adopted, it will be necessary to lower the proposed street car subway, where it crosses Constitution Avenue, below the suggested vehicular underpass for east-bound Pennsylvania Avenue traffic.

We hope that a more satisfactory solution of the traffic problem at this important intersection may be developed so as to eliminate (1) the necessity of having a tunnel portal in the middle of Pennsylvania Avenue and (2) the necessity for any tunnel portal or portals on Constitution Avenue between the National Gallery of Art and the so-called Apex Building.

11. Exhibit 43, 15th-New York-"G" Street-President Square Channelization:-

The Commission disapprove the plan to cut a corner off of Government property at the north-east corner of the U. S. Treasury in order to extend "G" Street across 15th Street

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February 19, 1945

Dear Mr. Root:

The Commission of Fine Arts, at their meeting on February 16, 1945, reviewed two sets of drawings submitted by Mr. H. T. Thompson, Chief of the Planning Division of your office, for bridges along the Washington-Baltimore Parkway.

The design for a bridge to cross Little Patuxent River was approved, subject to a few minor suggestions in matters of detail.

The second design was for a bridge about half mile distant from the above-mentioned location. This design was disapproved. The Commission recommended a plain steel-girder bridge, with simple wing walls.

Mr. Thompson also asked for advice in the matter of resetting the Statue of George Washington at Washington Circle, in connection with plans of the District Highway Department for an underpass at the Circle. The Commission advice that the statue should remain on a mound at present; to drop the statue to street level would be unfortunate.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke
Chairman

Mr. Irving C. Root,
Superintendent
National Capital Parks
National Park Service
Department of the Interior
Washington, D. C.

EXHIBIT H

February 12, 1934

Dear Mr. Board:

The Commission of Fine Arts, in their meeting of February 10, 1934, reviewed the case of the proposed bridge across the Potomac River, and the Commission recommended that the bridge be built along the line of the old bridge.

The design for a bridge to cross the Potomac River was approved, subject to a few minor suggestions in matters of detail.

The second design was for a bridge about half the length of the first, and the Commission recommended that the design be discarded. The Commission recommended a design about half the length of the first, with a single span.

Mr. Thompson also asked for advice in the matter of reserving the bridge of design Washington at the Potomac River, in connection with the bridge at the Potomac River. The Commission recommended that the bridge be reserved for an important use at the Potomac River. The Commission recommended that the bridge be reserved for an important use at the Potomac River. The Commission recommended that the bridge be reserved for an important use at the Potomac River.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Clarence M. Black
Chairman

Mr. Irving C. Root,
Superintendent
National Capital Park
National Park Service
Department of the Interior
Washington, D. C.

February 19, 1945

Dear Mr. Reynolds:

The Commission of Fine Arts, at their meeting on February 16, 1945, reviewed the drawings submitted in your behalf by Mr. Hein and Mr. Thompson of your office, for the new George Washington University Hospital Building, Faulkner & Kingsbury, Architects. The Commission approved the design.

The Commission regard the facade facing Twenty-third Street as being unusually plain. The architects could doubtless make it more interesting through further study of the facade, possibly by the addition of bas-relief in relation to the entrance. Even an inscription would be helpful.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke
Chairman

Hon. W. E. Reynolds
Commissioner
Public Buildings Administration
Federal Works Agency
Washington, D. C.

EXHIBIT I

February 18, 1945

Dear Mr. Reynolds:

The Commission of Fine Arts, at their meeting on February 18, 1945, reviewed the drawings submitted in your behalf by Mr. Hein and Mr. Thompson of your office, for the new George Washington University Hospital Building, Tenhumber & Kingsbury, Architects. The Commission approved the design.

The Commission regard the facade facing Twenty-third Street as being unusually plain. The architects could doubtless make it more interesting through further study of the facade, possibly by the addition of bas-relief in relation to the entrance. Even an inscription would be helpful.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke
Chairman

Hon. W. E. Reynolds
Commissioner
Public Buildings Administration
Federal Works Agency
Washington, D. C.

February 19, 1945

Dear Mr. Reynolds:

The Commission of Fine Arts, at their meeting on February 16, 1945, reviewed the drawings submitted in your behalf by Mr. Hein and Mr. Thompson of your office, for the new Georgetown University Hospital Building, Keiser, Neal and Reid, Architects.

The Commission consider the design of the exterior unsatisfactory, and recommend restudy by the architects.

We trust that the new studies may bring this proposed building into a harmonious relationship with the other buildings which constitute Georgetown University.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke
Chairman

Hon. W. E. Reynolds
Commissioner
Public Buildings Administration
Federal Works Agency
Washington, D. C.

EXHIBIT J

February 19, 1945

Dear Mr. Reynolds:

The Commission of Fine Arts, at their meeting on February 16, 1945, reviewed the drawings submitted in your behalf by Mr. Klein and Mr. Thompson of your office, for the new Georgetown University Hospital Building, Kaiser, Neel and Reid, Architects.

The Commission consider the design of the exterior unsatisfactory, and recommend resubmit by the architects.

We trust that the new studies may bring this proposed building into a harmonious relationship with the other buildings which constitute Georgetown University.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke
Chairman

Hon. W. H. Reynolds
Commissioner
Public Buildings Administration
Federal Works Agency
Washington, D. C.

The Commission of Fine Arts

Washington

February 19, 1945.

Dear Sirs:

With reference to the application of the Heurich Brewing Company for a permit to erect a Bottling Plant on Square 21, at 26th and E Streets, Northwest, I have to inform you that at the meeting of the Commission of Fine Arts held on February 16, 1945, the architects submitted a complete set of construction drawings for this project. After reviewing these drawings, the Commission, on reconsideration, approved them.

Attention is invited to the fact that Square 21 is within the area that is being considered by the Government for a new Navy Department Building.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,
Chairman.

The Board of Commissioners
of the District of Columbia,

Washington, D. C.

EXHIBIT K

Dev. 2112

a new Navy Department Building.

For the Commission of Fine Arts:

Sincerely yours,

The Board of Commissioners
of the District of Columbia,

3 0 not yet

February 16, 1945.

Dear Mrs. Worrell:

With reference to the Bill introduced by Senator Capper, S.332, for the acquisition of the property known as Temple Heights, to be used as a recreation center "for the duration" and to provide a site for a memorial building "in commemoration of the sacrifices of the defenders of the Union during the Civil War," I wish to inform you that the Commission of Fine Arts will be glad to cooperate with the appropriate agencies of the Government should Bill S.332 become law.

For the Commission of Fine Arts:

Sincerely yours,

Gilmore D. Clarke,

Chairman

Mrs. Margaret H. Worrell,
Apt.515 East Clifton Terrace,
Washington, D. C.

EXHIBIT L

February 16, 1945.

Dear Mrs. Worrell:

With reference to the Bill introduced by Senator Capper,

S. 332, for the acquisition of the property known as Temple

Heights, to be used as a recreation center "for the duration"

and to provide a site for a memorial building "in commemoration

of the sacrifices of the defenders of the Union during the

Civil War," I wish to inform you that the Commission of Fine Arts

will be glad to cooperate with the appropriate agencies of the

Government should Bill S. 332 become law.

For the Commission of Fine Arts:

Sincerely yours,

Gilmore D. Clarke,

Chairman

Mrs. Margaret H. Worrell,
Apt. 215 East Clifton Terrace,
Washington, D. C.

EXHIBIT I

- H. J. Res.59. To provide for the construction of suitable living accommodations for rental to Members of Congress, legislative employees, and their families. Introduced by Rep.Sabath Jan.6, 1945.
- H. J. Res.86. To provide for the erection of a tablet in the Arlington Memorial Amphitheater. Introduced by Rep.Chapman, Jan.25, 1945
- H.R. 516. To provide for one national cemetery in every State and Territory and such other national cemeteries in the States, Territories, and possessions as may be needed for the burial of war veterans. Introduced by Rep.Morrow, Jan.3, 1945.
H.R. 2152, same as S.524
- H.R. 770. To establish a National War Memorial Auditorium Commission, to provide for construction and maintenance of a National War Memorial Auditorium, and for other purposes.
- H.R. 541. Authorizing and directing the Commissioners of the District of Columbia to construct two four-lane bridges to replace the existing Fourteenth Street or Highway Bridge across the Potomac River, and for other purposes. Introduced by Rep.Randolph Jan.3, 1945.
Same as S.119, Introduced by Senator Bilbo Jan.6, 1946.
- H.R.1966. To establish an American Mothers Memorial Commission to prepare plans and estimates of costs for the construction in the District of Columbia of a national memorial to the mothers of America.
Introduced by Rep. Cox February 2, 1945.
- H.J.Res.107. Establishing a commission to select a site and design for a memorial to the contributions of members of all religious faiths to American Military & Naval History. Introduced by Rep.Sabath Feb.15, 1945 (Public Law 523, 78th Congress, approved Dec. 20, 1944 to consider a site and design for a National Memorial Stadium for the D. C.)
- H.J.Res.10. To provide for utilization of a part of the unfinished portion of the historical frieze in the rotunda of the Capitol to portray the story of Aviation. Introduced by Rep.Jenkins Jan.3, 1945.
- H.J.Res.70. For a memorial in Springerville, Arizona, to Gustav Becker, Introduced by Rep.Harless, January 15, 1945. Same as S.J.Res.4, Introduced by Senator Hayden
- S.332. To provide for the acquisition of the property known as Temple Heights, to be used for the duration of the war as a recreation center for Government employees, or for offices, and thereafter as a site for a memorial building in commemoration of the sacrifices of the defenders of the Union during the Civil War. Introduced by Senator Capner, Jan.18, 1945.
- S.J.Res.7. Establishing a commission to select a site and design for a memorial to the contribution of members of all religious faiths to American military and naval history. Introduced by Senator Lucas, Jan.6, 1945.
- S.397. To provide for the presentation of medals to members of the United States Antarctic Expedition, of 1939-1941.Introd.bySenator Shipstead.
- H.R.1275. To authorize construction of a film servicing building and vaults (for the Library of Congress). Introduced by Rep.Lanham, January 9, 1945.

Jun 15, 2017

2.1.1962, to provide for the maintenance of certain buildings, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1962.

2.1.1963, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1963.

2.1.1964, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1964.

2.1.1965, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1965.

2.1.1966, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1966.

2.1.1967, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1967.

2.1.1968, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1968.

2.1.1969, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1969.

2.1.1970, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1970.

2.1.1971, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1971.

2.1.1972, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1972.

2.1.1973, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1973.

2.1.1974, to provide for the erection of a statue in the City of New York, and for other purposes. Enacted by the Legislature of the State of New York, Chapter 1000, Laws of 1974.